

CLASSIFICATION

~~CONFIDENTIAL~~COUNTRY Soviet UnionREPORT NO. 25X125X1ATOPIC Airframe Plant No.18 in VORONEZH, Voronezh Oblast25X1XEVALUATION PLACE OBTAINED 25X1ADATE OF CONTENT June 1945 to March 1949DATE OBTAINED 25X1ADATE PREPARED 17 August 1949REFERENCES PAGES 2 ENCLOSURES (NO. & TYPE) REMARKS

25X1X1. Location: On the eastern bank of the Voronezh River, opposite the town of VORONEZH (39°10' E/51°39' N). The plant bordered on a factory airfield to the north.

2. Plant installations: Six workshops, each 500 x 165 x 26 feet.

3. Up to March 1948, one plane would leave one of the workshops about 3 p.m.; since then, two planes have taxied to the runway every day at the same time.

4. Description of aircraft:

a. Single-engine plane with in-line engine; length of fuselage, about 33 feet; span, about 50 feet; three-bladed propeller; low-wing monoplane; wide tapering wings, no dihedral.

b. Glazed cockpit; immediately aft of it a rear gunner's station and rod antenna about 15 inches high; landing gear and tail wheel retractable.

c. Aircraft weapons (whether machine guns or cannons could not be determined) were projecting beyond leading edges of wings. Soviet workers of the plant stated that this plane, an IL-type, had been in production in the plant since late 1946.

5. The two planes took off every day for a one-hour test flight over the field at an altitude from 1,300 to 2,000 feet before heading southwest without making another landing.

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6. the planes were leaving directly from the factory airfield to their respective unknown destinations.

7. Work force: According to Soviets, about 800 in. each of the three 8-hour shifts.

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This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008

Document No.

NO CHANGE in Class.

☒ DECLASSIFIEDClass. CHANGED TO: Auth: Date: 17 MAY 1978

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25X1A [] Comment:

The report does not make it clear whether the observed planes which, according to the given description may have been of type IL-10, were manufactured or only overhauled in the plant. The work force and the immediate transfer of the planes would seem to indicate overhauling activities. However, the observation that one, respectively two planes left the workshop regularly every day would favor the assumption of a scheduled quantity production. In this case the transfer from the factory airfield may have been due to the necessary adjusting of armament or to the required installation of special instruments in some other plant.

Prior to the transfer to KUIBYSHEV in the fall of 1941, IL-2 planes were manufactured in this plant. The plant was heavily damaged and had to be partly reconstructed so that the former output does not allow definite conclusions as to the present rate of production.

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